

ARTICLE 10

TRAFFIC CALMING

§ 180-1001. Intent

The purpose of traffic calming is to encourage the design of streets and roadside appurtenances to be pedestrian friendly and aesthetically pleasing, with the goal to reduce vehicle operating speeds, promote adherence to the speed limit within a development, and negate the need for future traffic calming retrofits. Traffic calming shall enhance the livability of a street and shall produce a roadway network that naturally disperses and slows traffic. Traffic calming shall be implemented in a comprehensive approach utilizing both non-invasive and invasive techniques as differing situations apply. Non-invasive traffic calming, such as traffic calming through geometric design elements, shall be considered first. Invasive traffic calming shall be applied where dictated by this ordinance.

§ 180-1002. General Provisions

- A. A Traffic Calming Plan shall be submitted for review by the Township Engineer, Public Safety Committee, and Planning Commission. This plan shall depict specific design elements that have been utilized to calm traffic.
- B. A Traffic Calming Plan shall be required for all proposed developments that meet the requirement to prepare a traffic study. The traffic calming plan shall include the following:
 - 1. All features required on the site plan.
 - 2. The location and type of speed control points.
 - 3. All proposed traffic markings, regulatory signs and warning signs.
 - 4. All non-invasive traffic calming features.
 - 5. All invasive traffic calming features.
- C. The Plan shall be prepared, signed and sealed by a Professional Engineer registered in the Commonwealth of Pennsylvania with sufficient prior traffic engineering experience to qualify the engineer to develop the plan and render any opinions and recommendations set forth therein.
- D. Traffic calming shall be required on all minor roads.
- E. Traffic calming shall be required on collector roads within 600 feet of areas of concentrated pedestrian traffic (i.e.: town squares, intersections of two collector roads in a business district, parks, schools, churches, planned Greenway Plan and Comprehensive Plan improvements) and within all developments required to install sidewalks.
- F. Design Speeds – as per Chapter 180 Article 5, roads shall be designed to encourage the adherence to the respective design speeds.

- G. All traffic calming elements shall be designed in accordance with Pennsylvania's Traffic Calming handbook. All features shall also be designed to facilitate a 42' minimum turning radius and 11' minimum travel lane to facilitate emergency vehicles and snow clearing apparatus.
- H. Non-invasive traffic calming elements are design elements relating to street geometry and are the preferred method of traffic calming, such as:
1. Curvilinear Roadway Design
 2. Decreased street width
 3. "T" Intersections
 4. Alternating parking
 5. Roundabouts
 6. Boulevard entrances
 7. Boulevard roadways
- I. Invasive traffic calming elements involve the physical change of the street or roadside appurtenances that limit vehicle operating speeds. Invasive traffic calming elements shall be considered at locations of concentrated pedestrian movements, as previously defined where non-invasive design elements cannot be employed. Refer to Section J.3(a) for preferred examples of invasive traffic calming devices.
- J. Speed control points are points at which speed is limited by either invasive or non-invasive traffic calming elements. The maximum road length between speed control points shall be 600 feet. Types of speed control points are:
1. Warranted stop sign
 - a. Stop signs shall not be used as speed control points unless the stop sign meets warrants for installation as set forth in the current edition of PENNDOT Publication 212 and the Manual on Uniform Traffic Control Devices as published by the Federal Highway Administration.
 2. Horizontal Curve
 - a. Curvilinear street form is a preferred method of non-invasive traffic calming that not only reduces vehicle speed but also enhances aesthetics. The "600 feet" measurements shall be measured from the point of curvature (PC) of the curve.

3. Traffic Calming Device

- a. A traffic calming device is an invasive physical alteration of the roadway, or roadside appurtenance that has the tendency to limit vehicle operating speeds. Refer to PENNDOT Publication 383 "Pennsylvania Traffic Calming Handbook" for background information regarding traffic calming techniques and devices.

Preferred examples are:

- Curb Extensions
- Intersection Bulb-outs
- Gateways
- Textured Crosswalks
- Speed Humps
- Raised Crosswalks
- Raised Intersection